



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

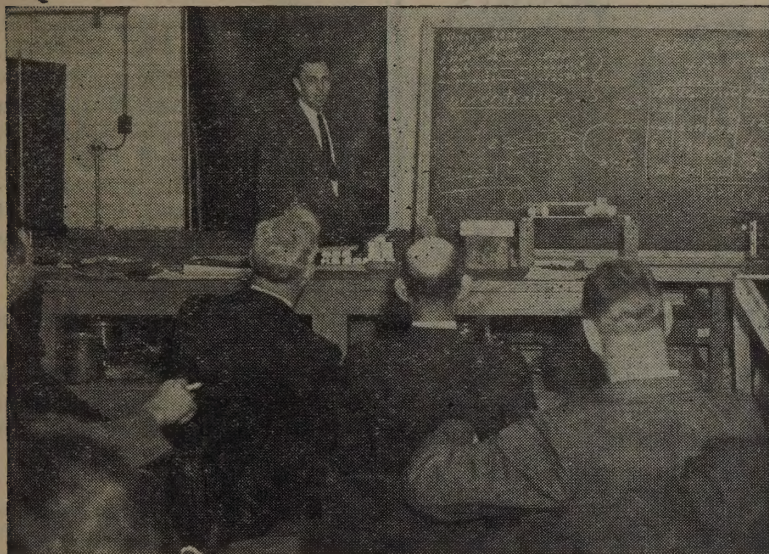
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Friday, April 30, 1948

## LOAD LIMIT SCHOOL



Assembling in the laboratory of the Division of Materials and Tests on April 19-20, the group above received special instruction on load limit regulations and the effects of overloading from Engineer of Statistics and Planning James S. Burch. Most of the men in the class were personnel of the Department of Motor Vehicles, whose responsibility it is to enforce the State laws governing the loading of commercial vehicles. (Photo by Haywood Starling.)

## Special Training Program Is Inaugurated To Improve Load Limit Law Enforcement

Raleigh.—In an attempt to secure increased co-operation in the observance of the load-limit laws, the State Highway and Public Works Commission has taken an initial step in the inauguration of a special training school concerned with loading factors.

Conducted by Statistics and Planning Engineer James S. Burch, the first sessions of the training school were held in the laboratory of the Division of Materials and Tests on April 19 and 20. Approximately 20 persons, most of them inspectors for the Department of Motor Vehicles, attended the two-day session. Consideration was made of the laws regarding load-limits, and a series of experiments demonstrating the effects of overloading were conducted.

Commenting of the purpose of the special training, which the Highway Commission expects to stress further in the future, Burch noted that there has been a growing demand for better protection of existing highways. Laws have been set up, he noted, which prohibit any motor vehicle in North Carolina from carrying a load in excess of

9,000 pounds for any one axle, or maximum entire load of 52,500 pounds for the very largest vehicles which satisfy all of the requirements of the law.

Enforcement of the law, however, has been lax, he stated. Chief emphasis has been placed upon the enforcement of the revenue aspects of the law rather than that part which applies to protection of the roads, he said. "So long as a vehicle was licensed to carry a specific load, and did not violate any provision of the license, little or no attention was paid to the damage which overloading might cause to the roads," he declared. Enforcement measures were directed toward the collecting of extra revenue when the load was in excess of the figure listed on the license.

Increased attention to the load-limit laws, which have been in effect for a number of years, came partly as a result of the severe weather experienced in January and February. Snow and the long period of freezing weather necessitated the imposition of special load limits on certain sections of

(Continued on page four)

## March Injury Total Shows Increase Over Record For February

Raleigh. — With the coming of warmer weather has come an increase in the total number of accidents involving highway personnel, but a decrease in the severity of the accidents, Safety Director James P. Dodge reports.

Accidents in March, Dodge reveals in his latest monthly report, totaled 85 as compared with the total of 67 for February. In March, however, there were 24 equipment accidents as compared with 43 in February. The statewide frequency rate, 4.4 lost-time injuries per million man-hours, was better than that of any month since July, 1947.

Citing specific features of the March record, Dodge states: "No burns were reported in March, but eye injuries rose to seven. A fatality occurred in the Sixth Division on March 1, when a prison guard stepped from his trailer into the path of one of our own trucks. He received internal injuries from which he died several hours later. The same type of accident occurred in the Eighth Division on March 5, when an employe walked into a moving truck."

Commenting on division ratings, Dodge noted that "the Tenth Division is in first place for the second consecutive month. The First and Second Divisions reported no lost time, while the Third Division has had no disabilities in three months.

(Continued on page three)

## Latest Speed Check Reveals Little Gain Since Earlier Survey

Raleigh.—North Carolina's average motorist is now maintaining a fairly constant speed of a little more than 45 miles per hour, according to a survey just completed by the Division of Statistics and Planning.

Checking all types of vehicles at seven regular checking points during the latter part of March, statistical personnel found that the average speed on the State's rural roads is now 45.2 miles per hour. This figure represents an increase in average speed of two-tenths of a mile per hour over the results of a similar survey conducted in October, 1947.

"Busses are again found to be the fastest vehicles on the highways," the report states, but points out that rucks with a capacity of one ton or more are the worst violators of the speed law.

Setting up a series of speed levels, the speed check workers found that the busses checked traveled at an average speed of 51.4 miles per hour; out-of-state passenger cars at 48.6 miles per hour; and local passenger cars at 45.6 miles per hour. The speed limit for trucks, which is set at 45 miles per hour, was being violated by 33.7 per cent of the larger trucks and 27.8 per cent of the medium trucks, the checkers found.

Conclusion drawn by Division of  
(Continued on page four)

## PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

According to the authorities, all signs suggest still greater shortages ahead in aluminum, copper, steel and many other raw materials.

This outlook causes fears that wartime scarcities of metal appliances and other materials may return soon. There is now much talk of a voluntary allocations system for assuring materials to essential industries, which may result in Government rationing before late 1948.

Aluminum shortages are heightened by lack of steel. Manufacturers cut off from steel began to

## MARCH RECORD

A record volume of traffic over North Carolina's highways during March set a new high for the month, according to a report issued by James S. Burch, Engineer of Statistics and Planning.

During the 31 days of March, the report shows, a daily average of 54,165 vehicles passed the 20 permanent traffic counters located on highways throughout the State. This average figure showed an increase of 17 per cent over the figure for March, 1946 and an 11 per cent increase over the average volume of traffic for January and February of this year.

Favorable weather, the Easter holiday, and continuing purchases of new cars were cited as causes of the record-breaking March traffic.



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### LOAD LIMITS

Neglected for a number of years, and just now receiving some belated attention in the matter of enforcement, the State's highway load-limit laws approach in importance the speed laws and other regulations which govern traffic over public thoroughfares.

Outwardly, a hard-surfaced highway seems to be a durable and almost indestructible accomplishment which will last for many years. Indeed, many highways look so durable that the general public tends to get the idea that, once a road is completed, it is finished and will remain in top condition indefinitely, without further work on the part of the State Highway and Public Works Commission.

Unfortunately enough, this is a highly erroneous impression. Not only does the upkeep of the State's traffic arteries require a continuing maintenance program costing millions of dollars and requiring untold man-hours of labor, but the preservation of the roads also necessitates certain limitations upon their use. Chief among these restrictions is a maximum load limit imposed by the State—not more than 9,000 pounds on any one axle of a vehicle, or 52,500 pounds for the completely loaded vehicle.

In comparison with other states, North Carolina has been generous in setting maximum load limits. For that

reason, commercial users of the highways should scrupulously observe those limits. North Carolina's citizens have a huge investment in their road system, which is intended to give the maximum amount of service to all. Overloading can destroy a portion of that investment, unless the laws are enforced. The matter of enforcement of the limitation, though legally a responsibility of the State, is one which should receive full cooperation from every highway user, for the highway users have the greatest stake in protecting the roads which their money has built.

### TRUCK WEIGHTS

Hundreds of long distance truck drivers are staging a "sit-down strike on the Pennsylvania turnpike, "dream highway" which allows travel between Harrisburg and Pittsburgh without speed limits and with almost no need to stop for intersections. The drivers are protesting against a 45,000-pound weight limit on vehicle and cargo. Some of the trucks weight as much as 25,000 pounds when empty, they contend, and they must be allowed an additional pay load of 35,000 pounds to make money on a trip.

Weight loads on highways raise many problems. Commercial trucking is such a big part of interstate commerce that truck operators are often put under hardship by reason of differences in state laws. A truck carrying a load which is legal in its state of origin may be badly overweight as soon as it crosses a state line. Also there have been instances of states using the load limit to discriminate against out-of-state vehicles, embarrass their operators and monopolize commercial highway privileges for truckers within their own borders. Of course trucks traveling regular interstate routes now license in the states through which they run as well as with the interstate

### "TAKE IT EASY"



commerce commission.

On the other hand highways will not stand everything, and when trucks become bigger and their loads heavier and heavier, there is bound to be a breaking point. Railroads build their own lines and pay heavy taxes to the states and municipalities through which they run. Truck lines pay taxes in license fees and motor fuels, but do not build their own lines; they enjoy the use of the roads that state and federal governments build with the tax money of all the people. The owner of a light pleasure automobile who pays a \$10 annual tag fee to his state is entitled to expect that the highways will not be broken up by truck and load of 70,000 pounds or more even though the truck operator has paid more in fees.

Federal government, which contributes so much to highway building cost, lay down minimum standards of endurance for military needs. Somewhere and sometime the interstate commerce commission will have to promote a uniform law with weight limits adjusted to different classes of highways. — *Fayetteville Observer.*

John: "I tell you all, I come from fine old Southern stock. Do you know what flows through my veins?"

Ed: "Southern Comfort?"

### Today's Chuckles

"I don't know whether to marry a woman ten years older than myself, or one that's ten years younger."

"That depends on whether you want to be mothered or smothered."

\* \* \*

Three tourists were standing on a street corner in North Africa. They were an Englishman, an Arabian, and an American. Just then a beautiful dancing girl walked by. The Englishman said, "By jove!" The Arabian said, "By the prophet!" The American just shifted his chewing gum and said, "By tomorrow night."

\* \* \*

"And how did you enjoy the services, little boy?"

"The music was swell, Reverend, but if you don't mind my saying so, I thought your commercial was a little too long."

\* \* \*

Applicant: Sir, have you an opening for me?

Boss: Yes, but don't slam it as you go out.

\* \* \*

Clarence Darrow was once asked to give his definition of a smart man.

"A smart man," he replied, "is a fellow who hasn't let a woman pin anything on him since he was a baby."

\* \* \*

Young Bride: "Now dear, what'll I get if I cook a dinner like that for you every day this year?"

Engineer: "My life insurance."

\* \* \*

The doctor rushed out of his study. "Get my kit at once!" he shouted.

"Why, dad," asked the daughter, "what's the matter?"

"Some fellow just phoned he can't live five minutes without me," gasped the doctor, reaching for his hat.

His daughter breathed a sigh of relief. "Just a moment," she said, quietly, "I think that call was for me."

\* \* \*

"What's your cat's name, little boy?"

"Ben Hur."

"Odd name for a cat."

"Well, we just called him Ben until he had kittens."

\* \* \*

The man stood in the street corner singing, "Amapola" and the Airedale dog walked up to him and said, "Okay, Bud. You asked for it."

\* \* \*

"Too-wet-to-woo," hooted the owl on a rainy night.



## Division Roundup

Ray R. Hoover, Foreman at Asheboro, died March 14. Ray started with the Highway Department in December, 1922, passing through most every classification to reach that of Foreman.

Carl H. Hendrix, Section Foreman Helper of Raeford, died December 12, 1947. Carl started with the Highway Department September, 1944.

O. L. Wilson, Sr. Highway Inspector of this Division, returned to his home in South Carolina in February due to illness of his wife. We certainly hope his wife will soon be up and out again and he will be back on the job.

Miss Phyllis M. Andrews of Asheboro, one of Division Mechanic J. H. Alford's office clerks, was united in marriage to Hewell S. Oglesby of Asheboro on March 26 at seven o'clock, p.m. She is back on the job now trying to give the State a good day's work.

Newton Moore, Chatham County Maintenance Supervisor, is still working hard and will never give up. About 30 days ago after 20 years of married life, just about all his life, the stork came to see him again, not one, but twin boys, Don and Cary. Newton says he wants one to work in the Maintenance Department and the other in the Prison Department so they will always be together.

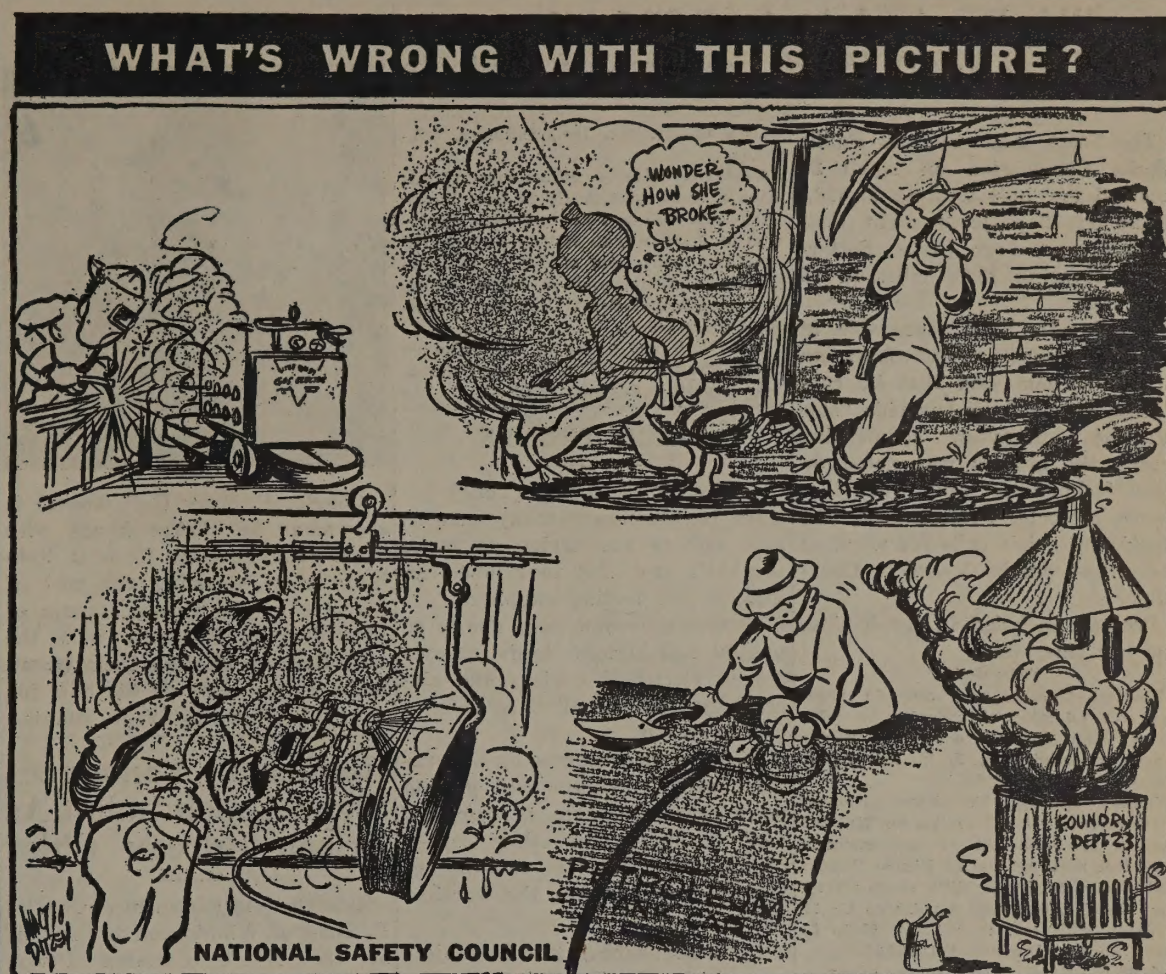
The Location Department had Bob Dodson moving around the Division so often that he hauled off and bought a home in Sanford, where he has planted his wife and daughter.

J. C. Kirkman, Gang Foreman of Liberty, died the latter part of March. Mr. Kirkman went on Retirement in June, 1947. His road work started with Randolph County Road Commission in 1922, coming with the State Highway in 1931 as Foreman.

We received word recently that our good friend Tom Hall, Maintenance Supervisor in Pender County, is in the Veterans Hospital at Fayetteville. I understand he is having a little heart trouble. You know Tom was in the Navy during the last war. Most of his time was spent in the Aleutian Islands protecting Alaska and North Carolina from the "Japs." We believe he is home-sick for Division 6.

P. D. Sessoms, Gang Foreman of Raeford, died April 16, 1948. Pearl started with the Prison Department as Guard in 1946. He was brother of Robert Sessoms, Supt. of the Harnett County Prison Camp.

As an old southern custom at Christmas time, we always remember our Boss with a little remem-



brance in appreciation for his helpful guidance and favors (such as raises) shown us during the past year. Well, last Christmas, we raked together a few nickles and dimes and gave him a certificate to select his own shape of a hat to replace the eye shade he is still wearing. After four months of watching the Esquire magazine and shopping around for something that would give him the new look in head gear, he finally found (his wife) the thing. Maybe I should stop here, but if you would like to know any details as to the effect on the human race, just ask anyone in the Raleigh office.

On Tuesday, the 13th of this month, Mr. Whitfield called all Sixth Division Supervisory Personnel in for a meeting to discuss this season's county road program. Mr. James P. Dodge, Safety Director, made a talk, stressing the importance of human safety on our Highways. Mr. Baise had something to say about construction and maintenance of all roads, working with contractors in getting a well built job that will stand up under all traffic. After this meeting, all of the boys went to the Shad Bake near the Prison Camp. Saw Dr. H. W. Jordan the other day; he says he still smells fish. — E. C. Darden, Reporter.

## MARCH INJURY

(Continued from page one)

Causes of injuries were:

Handling objects, 11; hand tools, six; poison ivy, one; miscellaneous, 10; striking against objects, six; four.

falling objects, nine; falls of persons, six; operation of motor vehicles, five; operation of other vehicles, three; operation of machines, six; four.

## MARCH ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
Tenth Division	7	0	0.0
First Division	8	0	0.0
Third Division	4	0	0.0
Second Division	7	0	0.0
Seventh Division	7	1	6.2
Eighth Division	6	1	6.4
Ninth Division	10	1	6.9
Fourth Division	7	1	7.2
Fifth Division	9	1	7.4
Bridge Mts. Dept.	12	1	8.6
Sixth Division	8	2	10.9
Eleventh Division	0	0	0.0
All Units	85	8	4.4

## Do You Know

- Most of us know that the first state gasoline tax was levied by Oregon in 1919, and that by 1929 all states and the District of Columbia were collecting gasoline taxes. Do you know whether any states besides Oregon levied a gasoline tax in 1919?
- Of all patents registered in the U. S. Patent Office, what proportion relates to automobiles?
- What well-known highway organization of today elected its first set of officers in December, 1914?
- Booming post-war prices and the world-wide need for food have resulted in increased income for both city-dwellers and farmers in the United States. How do you think per capita farm income compares with per capita non-farm income?

Is it closest to 5 per cent; 15 per cent; 25 per cent?



## Low Bids Received At April 27 Letting Total \$2,419,133.26 For Twelve Projects

The State Highway and Public Works Commission on April 30 received low bids totaling \$2,419,133.26 on 12 projects—eight Federal-aid and four State Betterment—covering 73.79 miles in 13 counties.

Terming the bids "reasonable, in view of present prices," Chairman A. H. Graham said that he considered most of the low bids "satisfactory." Heaviest competition among the bidders was noted on the Mecklenburg and Granville-Vance projects. Project 6556, the Mecklenburg job, calls for work on the cross-town boulevard in Charlotte.

Projects included in the letting, and low bids, were:

### Federal-aid

Beaufort—Grading and concrete pavement for 1.6 miles of widening on Fifth Street, John Small Avenue, and Bridge Street in Washington, J. S. Hill Const. Co., Washington, \$99,842.00.

Camden—Grading, bituminous surfacing and structures of 6.59 miles on NC 343 from a point on US 17 approximately 2,200 feet north of end of Dismal Swamp anal Bridge in South Mills southeast toward Camden, and from a point on US 17 in South Mills east to NC 343, Nello L. Teer Company, Durham, \$241,962.35.

Hertford—Grading and concrete pavement of 1.93 miles for relocation of US 258 between Murfreesboro and Virginia state line, T. E. Brown, Charlotte, \$203,594.00.

Granville-Vance—Grading and structures of 7.48 miles from a point on US 158 approximately four miles east of Oxford east to a point on US 1 approximately two miles northeast of Henderson, A. B. Burton Co., Inc., Lynchburg, Virginia, roadway, \$169,676.00; Neal Hawkins, Gastonia, structures, \$71,891.11.

Guilford—Grading and concrete pavement of 12.47 miles on US 29 from a point on Summit Avenue approximately 372 feet north of Bessemer Avenue in Greensboro north to Rockingham county line, Ballenger Paving Company, Greenville, S. C., \$650,184.80.

Randolph—Grading, bituminous surfacing and structures of 4.64 miles from a point on NC 49 approximately seven miles northeast of Asheboro southeast to Cedar Falls, and from a point approximately 3.19 miles southeast of NC 49 to US 64 in Franklinville, E. W. Grannis Company, Fayetteville, roadway, \$185,719.50; Roy M. Homewood, hapel Hill, structures, \$26,427.05.

Mecklenburg — Grading, concrete pavement and structures of 1.63 miles for relocation of US 74 in Charlotte, Blythe Bros. Co., Charlotte, structures, \$70,064.75.

Forsyth—Grading and bituminous surfacing of 4.69 miles from east end of Yadkin River east to a point approximately one mile northwest of Lewisville, D. W. Winkelman Company, Inc., Greensboro, \$96,748.50.

### State Betterment

Iredell—Grading, bituminous surfacing and structures of 1.65 miles on east Moberd road from end of pavement to a point near Catawba River, Dickerson, Inc., Monroe, \$51,797.00.

Forsyth — Structures for bridge over Muddy creek on Lewisville road approximately ten miles west of Winston-Salem,

Wilson Constr. Co., Inc., Salisbury, \$35,934.00.

Davidson-Wilkes — Bituminous retreatment of 30.95 miles on US 64 from Davidson county line to fork, and from Mocksville to junction with N 901. Also on NC 268 from intersection of NC 18 to intersection of Austin road in Wilkes county, Thompson-Arthur Const. Company, Greensboro, \$52,963.45.

Pitt—Curb and gutter of 0.18 miles on Queen Street (NC 18) in Grifton, Nello L. Teer Company, Durham, \$2,429.00.

## PRICE TRENDS

(Continued from page one)

shift to aluminum many months ago. Others are trying to make the shift now. But they have run into trouble finding suppliers.

Copper consumption is due to be pushed still higher. Needs for copper in electronic devices and aircraft controls will climb as defense orders go out.

If copper is conserved by Government order, civilians will get no more copper screenings, plumbing, roof flashings and other copper products that are just now coming back to market after the wartime ban.

Synthetic rubber also is subject to rationing by the Commerce Department. However, supply is plentiful now and requests for extra shipments are granted readily. Crude natural rubber is plentiful and unrationed. Rationing of rubber products, including tires, is unlikely to recur under any peace-time conservation system.

Gasoline shortages this summer will be more acute than expected. One reason is that military has planned to step up buying of aviation gas. Coupon rationing is not expected but when shortages do appear, vacation traveling by motorists will not be attempted for fear of being held up on highways for lack of fuels.

The world food outlook is much better. There are large crops everywhere and there will not be so much price-boosting for lack of supplies this year. The United States wheat crop is likely to be the second largest on record and chances are for a big corn crop which will end the feed shortages and encourage farmers to grow more stock and poultry. By fall most prices should begin to soften and the danger of inflation in food prices probably will be over by then. However, price declines will not be great for the Government will support the prices.

The humming bird makes up to 200 wing strokes per second, while the wild duck makes only eight.

## NEW DIRECTOR



Charles P. Snow (left, above) is shown as he shakes hands with State Penal Director Clyde O. Robinson upon assuming the post of Director of the Prison Bureau of Identification. Formerly with the New Hanover Sheriff's Department, Snow began work on his new job April 15. (Photo by W. K. Mingis.)

## Robinson Announces Snow Appointment As Prison Bureau Chief

Raleigh.—Appointment of Charles P. Snow of Wilmington as Director of the North Carolina Prison Bureau of Identification, succeeding S. Bowen Dorsey, has been announced by State Penal Director Clyde O. Robinson.

Snow, who has been with the New Hanover County Sheriff's Department for the past nine years, is qualified as a fingerprint and criminal identification expert. A member of both the International and North Carolina organizations of the Association for Identification, he has received training from the University of Oklahoma and the Institute of Applied Science for his special type of work.

Married, Snow is now living in Raleigh with his wife and two children. He assumed his duties with the Prison Department headquarters on April 15.

## SPECIAL TRAINING

(Continued from page one)

road, but little was done to enforce these temporary limits in some parts of the State. Special training in the provisions of the law and in loading factors is being provided by the Highway Commission.

## LATEST SPEED

(Continued from page one)

Statistics and Planning was that speed has not appreciably increased over the State's highways for several months.

## Five Victories Scored By Woodville Tigers At Season's Opening

Hertford. — Opening the spring season with a bang, the Woodville Tigers, rated as eastern Carolina's top prison baseball team, have chalked up wins over the boys from Elizabeth City, Gatesville, Halifax and New Hope, with no defeats thus far.

E. S. Fulghum, Perquimans Prison Camp superintendent and mentor of the Tigers, reports that "the boys have started their ball games with a bang, taking New Hope for a victory of 8-0, Elizabeth City Little Giants 14-1, and the Gatesville-Halifax team combined 8-7."

On Saturday afternoon, April 10, the Tigers played the Elizabeth City Giants again, this time to a 5-5 tie. The game lasted seven innings and had to be called on account of darkness, according to Fulghum.

"Hardison and Best were on the mound with Felton on the receiving end," he reports, with the former giving up seven hits and the latter two. On April 10 the Tigers made 10 strikeouts and no errors.

On Sunday afternoon, April 11, the Tigers licked the New Hope Aces by a score of 11-5, with Purnell Washington sending the ball over the fence to score four in the eighth inning.

The following Sunday, April 18, the Tigers were again victorious, defeating the Aces again by a score of 5-2. Hardison was pitcher for the Tigers and Hill the catcher. Bonds got a homer in the first inning for the Tigers.

## "Do You Know" Answers

- Four states — Colorado, New Mexico, North Dakota and Oregon — taxed gasoline in 1919. Kentucky was the only state to adopt the tax in 1920. The big rush really began in 1923, and by 1929 all states were utilizing this new source of revenue.
- One-fourth of all patents registered in the U. S. Patent Office relate to automobiles.
- On Dec. 12, 1914, the Association of Highway Commissioners of the United States held its first meeting to elect officers. Today the organization is known as the American Association of State Highway Officials.
- In 1946, according to the U. S. Bureau of Agricultural Economics, per capita income of persons on farms was \$620, as compared with \$1,326 for persons not on farms.

From "Better Roads"